Gives a List of Cash Payments Totalling 56,000,000-Cheeks for \$6,250,000 Schwab Wouldn't Hear of Assessing Stock-Wanted His Bonds Favored.

Lewis Nixon told of his shipbuilding plan, which was to have been adopted by the United States Shipbuilding Company when his cross-examination was reached vesterday in the hearing now going on. Mr. Guthrie, who appears for the company and in the interest of the Sheldon reorganization committee, brought it out in his efforts to show that the company was

all right in its inception. "The American shipbuilder," said Mr. Nixon, "is laboring at a disadvantage, because a yard has to turn out all varieties of ships. In Europe it is specialized, each yard building one general kind of a vessel.

The handicap we are laboring under here is shown by the fact that at Cramps' there were once a battleship, a revenue cutter, a tug and a yacht building side by side. The Almighty himself could not practise economy under such conditions. It was our plan to specialize the work here, and by so doing in three or four years we could have overcome foreign competition m all lines as we have in battleships."

Mr. Mxon said that each yard of the Shipbuilding company could have made just one kind of a vessel, the Bethlehem Company making the engines. "Great vessels and small vessels can never be built in the same yard economically, and that is the trouble with our shipbuilding industry,"

Mr. Guthrie brought out from Mr. Nixon that the original combination proposed in 1901 was to have been capitalized at \$65,000,000, that appraisers, one of whom was Admiral Bowles, decided that the yards had a commercial value of \$45,000,000, and

had a commercial value of \$45,000,000, and that the directors were to have included such men as Edwin Hawley, H. E. Huntington, James Stillman, E. H. Harriman and Irving M. Scott.

That this plan fell through was due principally to the Northern Pacific corner and the subsequent failure of H. W. Poor & Co. John W. Young was behind this scheme, and Mr. Guthrie showed by Mr. Nixon that the present company was practically a the present company was practically a following out of that plan and that the appraisal and reports then made were

In his direct examination yesterday Mr. Nixon said that he had opposed the appropriation of \$2,800,000 for improvements to the Bethlehem company, which, it is contended, resulted in the shipbuilding concern defaulting on its bonds, because he wanted to "husband the resources

of the company."

"If I had been allowed to do that," he said, "I believe I could have carried the company through."

The witness said he had opposed the

reorganization plan at first and wanted instead an assessment on the stock, but that Mr. Schwab had refused to assent to this because he wanted his bonds for the Bethlehem company to take the place of the first mortgage bonds and become a

"I saw no other plan in the world, then, to save the company from immediate bank-ruptey," said the witness, "and, as president, I thought I should not stand in the way of the plan. That is the best explanation I can make."

Q. Didn't you understand that that meant the repudlation of some of the first mortgage bonds? A. The plan speaks for itself. I knew what the failure would mean to our prestige abroad, and I felt my course was proper.

Mr. Nixon said the letter of Treasurer Mr. Nixon said the letter of Treasurer Gary to the Sheldon committee regarding the condition of the company was prepared without his knowledge and that he had been very angry about it. Some of the statements in this letter, which was put in evidence, he characterized as not en-

tirely true.

He admitted that the report to the Stock Exchange that the earnings were \$500,000 in the loan crowd yesterday for such indusng methods of the constituent companies ing methods of the constituent companies were changed it was found that mistakes had been made, that there were some "old stores" and that this wasiwhy there was a deficiency of \$1,381,431 in the working capital, which was supposed to be \$5,000,000.

"Wasn't Mr. Gary's letter intended to show that the Bethlehem company was more valuable than reported and the shipvards less, so as to let Mr. Schwab's mortgage go ahead of the others?" Mr. Untermyer asked.

Mr. Guthrie objected to this, and Mr.

Untermyer then went back to the checks paid to the vendors and brought out a check which was not produced Wednesday. It was for \$250,000 and made payable to "Lewis

Mixon or ourselves.

There was no indorsement on it by Mr.
Nixon, and the latter said he could not explain the check. Mr. Nixon swore that he had paid out \$6,000,000 to the vender of Mr. Untermyer then produced the list of checks, which, as grouped by Mr. Nixon, showed for the first time the cash payments to the vendors. The Harlan & Hollings. worth Company got \$800,000, the Eastern Shipbuilding Company, \$500,000; Nixon, \$900,000 for the Crescent and the Moore plants; the Bath Iron Works and the Hyde Windlass Company, \$850,000; the Union Iron Norks, \$2,750,000 and the Canda Manufacturing Company, \$200,000. These payments aggregated \$6,000,000, while the memorandum of checks called for \$6,250,000.

O. Have you any information as to the estination of that \$250,000? A. None whatver. I never saw it and never indorsed it. O. Wasn't the trust company to account or \$7,750,000? A. I had nothing to do with Mr. Young, I supposed, was to account

Mr. Nixon said he surmised that one check too many had been made out by the Trust Company of the Republic and that it had been made back to them. Mr. brie in his cross-examination took the same check and asked Mr. Nixon if he saw that the words "ourselves" had been written in. Mr. Nixon said it ap-peared so and that this coincided with his

Did Mr. Dresser ever explain to you the surplus funds went to? Mr. Guthrie, referring to Mr. Nixon's tes-timony that the Trust Company of the Republic got \$7,750,000 cash from the sale of bonds, out of which \$6,000,000 had been paid for plants and \$1,500,000 for working capital. Mr. Nixon said that neither Mr. Dresser nor any one had ever explained to him where the \$250,000 surplus had gone. He reiterated that he had had nothing to do with the financial scheme.

Mr. Nixon identified for Mr. Untermyer memorandum of promotion profits.

Some of the entries were: John W. Gates, \$50,000 bonds, \$100,000 each sonn W. Gates, \$50,000 bonds, \$100,000 each kind of stock; C. M. Schwab, \$50,000 bonds, \$100,000 each kind of stock; Alexander & Green, \$20,000 cash, \$50,000 bonds, \$150,000 each kind of stock; Charles R. Flint, \$25,000 each kind of stock; Admiral Bowles, \$10,000 cash, \$15,000 bonds, \$25,000 each kind of stock; E. C. Ellis, \$100,000 bonds.

These commitments were never paid Mr. Guthrie brought out. Mr. Nixon said that in all \$12,500,000 in stock and \$1,500,000 in bonds had gone to the Trust Company of the Republic for account of promotion, besides cash, and that this had all been eventually absorbed by the Sheldon syn-dicate.

He admitted that with Dresser he had signed notes for more than than \$4,000,000 in connection with the underwriting with-

on connection with the underwriting with-out any personal means of paying unless the French underwriters took up their bonds. "I assumed that the underwriting was all right," said he, "because Young told me. I also thought the trust com-pany would reimburse me."

The hearing was adjourned to to-day.

Illinois Steel Plant in Joliet to Open. JOLIET, Ill., Oct. 22 .- Orders have been given to resume work in all departments of the Illinois Steel Company's plant here, which was closed two weeks ago for an in-definite period. Work for 2,600 men will start on Monday.

GOSSIP OF WALL STREET.

The Field contingent aggressively bid up prices during the forenoon, Field personally buying St. Paul in large amounts and bidding up various other stocks. Between 138% and 139 he appeared to want the entire capital stock of the St. Paul company. Other traders sold the market heavily while this demonstration was going on. The Field crowd makes no secret of its attitude on the market. It is bullish, but believes in taking profits. The impression is that it got off a lot of stocks yesterday, probably Steel preferred and Atchison and Reading, while making a noise in the St. Paul crowd and elsewhere.

Shortly after the opening 5,000 shares of St. Paul at 139 appeared on the tape in one lot. The purchaser was J. M. Shaw. The stock was sold to him in two or three lots, W. D. Hatch selling him 2,500. So large a trade as that is generally understood to mean higher prices, on the theory that all the stock at that price has been cleaned up. Yesterday, for example, after the 5,000 share transaction in St. Paul, traders said that that must have cleaned up all of the "139 stock." Later developments failed to show whether the reasoning was correct in this instance. St. Paul advanced to 139%, but declined below 139 after the big trade at that price. It closed at 139, with a volume for the day of 40,000, the greatest for some time. It was the comment of disinterested observers that St. Paul "builed hard." There seemed to be no outside support to the movement.

The market's disposition to minimize unfavorable news, or to disregard it entirely, stood the test vesterday of a bank failure at Allegheny, two Montana court decisions adverse to Amalgamated Copper interests, evidence of further depression in the iron trade, reports from Pittaburg that the financial situation at that place had not yet "cleared," the closing down of the American Sugar Company's Jersey City refinery and the National company's Yonkers refinery, some other matters of minor importance and various bear rumors. Some of these rumors had a malicious appearance, notably one concerning a prominent banking house, which was sent to London and cabled back. It was to the effect that the house in question had a great many more stocks to sell, whereas, in reality the firm is believed here to have been absorbing stocks for some time past. There were also rumors from St. Louis and Cincinnati. The continued circulation of bearish reports denotes the survival, brokers think, of an active bear clique.

Private dispatches from Pittaburg related that a \$2,000,000 bankers' pool had been formed to help out two large brokerage houses. This information was not confirmed

The Montana court decisions affecting Amalgamated Copper were received via private wires at least ten minutes before the news was made public through ordinary channels. The stock had been weak, how-ever, for an hour previously, it having been the general opinion that the decisions would be adverse to the Amalgamated Copper Company, as they were. Transactions in the stock were on a large scale from the opening. The big orders were so mixed that brokers were unable to give any definite opinion as to the character of either the buying or the selling. Harrison & Co., whose operations in the stock are supposed at times to be important, appeared to be taking stock on balance. They were large buyers in the forenoon. Content sold heavily in the fore-noon and turned buyer on the decline, taking a good deal of stock on what was thought to be a "scale" order. At 37% he was bidding for all the stock in sight. After the news from Montana was received the price broke sharply and closed at the lowest, showing a net loss for the day of nearly 2 per cent. Just before the close Content began to sell again. The stock's movements were very erratic throughout, owing to the manipula-

Pearl & Co. and Griesel were the principal sellers of Republic Iron and Steel preferred, which broke from 56 to 51% on the rumor that the dividend would be passed. Tennessee Coal and Iron and American Car and Foundry also developed weakness in the afternoon, due largely to selling by traders. The break in Amalgamated Copper seemed to be a signal for attacking other industrial stocks.

There was an increased borrowing demand American Car and Foundry, and Republic Iron and Steel. The general demand for stocks was somewhat larger than on Wednes-The inquiry for Baltimore and Ohio was particularly active. Other stocks in good request were Steel preferred, Sugar, Southern Railway preferred, Canadian Pa-cific and Rock Island. The general opinion among brokers is that the extent of the abidamong prokers is that the extended the addi-ing short interest in the market has been underestimated. "If the people who now own the stocks should call for them suddenly," a broker said yesterday, "you would see a big bear panic," What public there is in the market has been fighting the advance. That is true of the public in Richmond, Baltimore, Philadelphia, Boston and many smaller towns. The Western element is thought still to be heavily short of the market.

Currie Bros. bought about 5,000 Wabash preferred yesterday. Less than 10,000 shares of the stock were traded in altogether. The buying referred to occasioned some comment.
One broker said he thought the buyers got stock rather easily.

London houses sold stocks here again yesterday, but in smaller volume than on any previous day since Monday. Their heaviest sales continued to be in Atchison. The persistent selling of this stock through ondon houses has excited a lot of unsatisfied curiosity.

The floating supply of United States Steel stocks, especially the common, appears to have diminished very considerably. "I have quit Steel," said a trader yesterday who used duit steel, arge lines of it, "because the stock isn't there. I don't know what has become of it, but brokers tell me they are carrying only about one-third as much as they have been. There isn't the unlimited market for the stocks there was a few weeks ago." A good many traders have quit Steel for similar rea-It is believed that large amounts of sons. the stock have disappeared from the market. Traders think the common is too low to sell and find other things they would rather sell than the preferred. It is true, as the trader said, that commission houses are carrying less Steel, at least in ordinary margin accounts. than perhaps ever before.

A good many professional traders make it a point to quit the market as nearly "flat as possible. Some are sceptical of the advance and still are afraid to sell the market short except for a scalping turn. "There has been no money on the short side," a trader said last night, "for a week, and it's a new experience for most of us." It seems to be the general notion that it is a dangerous market in which to remain short.

While there was no perceptible increase of commission business yesterday, brokers continued to take a hopeful view of the situation. Brokers' opinions, as a rule, are more optimistic than at any previous time in months. Houses that were bearish for two years or more have turned within the past five or six weeks. All investment houses report a growing demand for bonds and preferred stocks in odd lots, especially bonds. London also has been buying high class investment bonds. An international house that has been stocks on balance all of this week has been buying and shipping bonds to the other side Its seiling of stocks has been almost wholly

Bissell sold 5,000 Reading in the afternoon trading.

When Union Pacific broke yesterday afternoon to 71½ there came a rush of buying orders in lots of 500 and 1,000 shares. It looked like spontaneous support. Brokers were impressed by it. Some said they con-sidered Union Pacific the strongest stock

"Persons who look only at the manipulation," says an optimistic critic, "are likely to overlook the main point, which is that such manipulation as we have seen in the

merket this week is possible because the liquidation has run its course and the floating supply of stocks has been materially reduced through steady absorption by hig interests. I heard a trader say to-day that the market doesn't go down as it did. That's because there is none of the urgent liquida-tion there was. I think some strong interests the room affair it was, and that's why the room trading element has been so badly whipsawed this week. There are new forces

BANK IN ALLEGHENY FAILS. First National, Hurt by the Wreck of the

Federal in Pittsburg, Goes Down. PITTSBURG, Pa., Oct. 22.-Because of measiness and a run precipitated by the failure yesterday of the Federal National Bank of Pittsburg, with which it was supposed to be connected, the First National Bank of Allegheny suspended this morning to go into liquidation. The bank was organized in January, 1864, and has a capital of \$350,000 and surplus and undivided profits of \$153,630. Its deposits amount to more than \$1,000,000 and its loans are about \$1,250,000.

\$1,000,000 and its loans are about \$1,250,000. This statem in the was issued:

"At a meeting of the board of directors of the First National Bank of Allegheny, held last evening, it was resolved that although the bank has ample assets to pay all of its depositors in full and leave a handsome surplus for the shareholders, yet its supposed connection with the Federal National Bank of Pittsburg has created wide distrust and caused a run on this bank to such an extent that we feel it to be our duty to place the bank in voluntary liquidaduty to place the bank in voluntary liquida-tion. The officers of the bank are directed tion. The officers of the bank are directed to make application to the Comptroller of the Currency to take the necessary steps to accomplish this purpose.

"JOHN THOMPSON, President First National Bank of Allegheny."

Many rumors during the past few days have connected the large with the

Many rumors during the past few days have connected the lank with the Federal, and for two days persons have demanded their deposits after learning of the condition of the Pittsburg institution. The Clearing House committee has a very sanguine opinion of the general situation, but the two banks were found to be beyond the immediate reach of aid, although both are declared to be solvent.

IN F. W. HOLLS'S MEMORY. A Bust Unveiled at Columbia-President

Roosevelt Eulogizes Him. Memorial services for Frederick W Holls were held at Columbia University yesterday under the auspices of the Gossellig-Wissenschaftlicherverein. A distinguished audience, which included many well known German-Americans, was present. A bust of Mr. Holls was presented to the university by the society. It is the work

university by the society. It is the work of Henry Baerer.

Prof. Hugo Munsterberg of Harvard spoke of his intimate friendship with Mr. Holls and Andrew D. White, ex-Ambassador to Germany, spoke of the work which Mr. Holls had accomplished. President Roosevelt sent a letter in which he said:

"Mr. Holls rendered eminent service to our country; he worked with tireless energy and singleness of purpose for many of the reforms upon the necessity of which our best leaders of public opinion were agreed. Prominent among his services is that which he rendered in connection with the eswhich he rendered in connection with the establishment of a court of arbitration at The Hague. I feel that his death is a grievous loss, not only to us, his friends, but to our people as a whole, and were I able to leave Washington at this time I should certainly

ISAAC KAHN BANKRUPT. Brown Bros. & Co. the Chief Petitioning Creditors.

A creditors' petition in bankruptcy has been filed against Isaac Kahn, who was until recently the senior partner of the firm of Kahn Bros., metal dealers at 525 East Nineteenth street. Brown Bros. & Co. are the largest petitioning creditors. Their claim is for \$27,000 money paid on drafts.

Judge Holt of the United States District Court appointed John McLean Nash receiver of the assets, and it is expected that proceedings will be taken to test the legality of Kahn's recent transfers of real

Three judgments have been obtained here against the Ramapo Car Wheel Company of Ramapo, N. Y., aggregating \$6,555. A change of officers took place, it is said, on Sept. 21, when J. F. Aldrich became president and W. G. Smith treasurer. George I. Scott confessed judgment yesterday for \$00,000 in favor of George S. Scott for money lent prior to! Oct. 21 for the purpose of liquidating a certain indebtainess.

RETRENCHMENT ON U. P. Many Employees Will Be Discharged and

Trains Discontinued. OMAHA, Neb., Oct. 22.-Retrenchment will be the watchword on the Union Pacific this winter. Numerous employees will be discharged, a number of trains discon-tinued, and a few smaller stations on the mountain divisions closed.

Running out from Omaha, two local trains will be taken off, the work formerly done by them being thrown onto the fast done by them being thrown ento the fast mail trains, which will have coaches at-tached. This change alone will result in the discharge of six full passenger crews. The shops all along the line will feel the effects of the new orders and many men will be discharged or laid off until spring.

W. K. Vanderbilt Goes Over N. Y. Central Terminal Plans.

At a meeting of the executive committee of the New York Central Railroad yesterday the improvement and terminal plans prepared by Vice-President Wilgus were gone over, but no final action was taken. All the members of the committee, including William K. Vanderbilt and Chauncey M. Depew were present.
The proposed improvements will be considered at regular meetings to be called

requently from now on. B. R. T. Buys Coney Island Land. The Brooklyn Rapid Transit Company purchased yesterday at auction in the Montague street exchange thirty lots on West Fifth street, Coney Island, for \$17,230, for an enlarged terminal at the present Culver depot. A new station building will be erected and additional tracks laid.

The Weather.

There was a storm central over the Lake region yesterday, moving into Canada north of Lakes Eric and Ontario. It was attended by high winds and very little rainfall in northern Michigan. Fair weather continued generally over all the country. The pressure was high in the Atlantic States The pressure was high in the Atlantic States and over all the Northwest. The temperature underwent but slight change, except in Montana and North Dakota where it again dropped from freezing to 10 degrees below freezing point. Frost occurred in New York and northern New Jersey and in parts of the New England States.

In this city the day was fair, with nearly stationary temperature; winds, fresh east to southeast; average humidity, 65 per cent.; barometer,

temperature yesterday, as recorded by the metal thermometer, is shown in the annexed table PARTITION FOR SCANT FOR TO DAY AND TO MORROW. For eastern New York, parity cloudy and coaler to day, with rain in the interior; fair to-morrow; high but diminishing northwest winds. the District of Columbia, eastern Pennsyl vania, Delaware, Maryland and Virginia, fair to-day and to-morrow; cooler to-day; fresh to brisk

winds shifting to northwest.

For New England, sooler and partly cloudy to-day, with rain in northern portion; high south shifting to west winds; cooler and partly clouds. to morrow, with rain in extreme eastern portion For western New York, showers and cooler to day; diminishing northwest winds; fair and warme

For New Jersey, fair to-day and to-morrow; cooler to-day; fresh to brisk winds, shifting to

BANKERS REPORT GOOD TIMES

Bankers Applaud Speaker Who Says That the Less Government Has to Do With Business the Better for Both-The Bond Insurance Plan Is Not Dead.

SAN FRANCISCO, Oct. 22.- The chief vent of the second day of the session of the American Bankers' Association was the able address upon "The Business Situation and Currency" by the Hon. William B. Ridgley, Comptroller of the Currency.

The assembled bankers applauded loudly when the speaker said that the lessGovernment has to do with business and the less business has to do with Government the petter for both. Long applause came again when he re-

marked, in talking of financial troubles, that Wall Street might not be much more to blame than the rest of the country.

Short reports of the business situation were given by delegates from each State. These reports were so uniformly encouraging that they aroused great enthusiasm in the large audience. When these trained observers, whose business compels them to make a critical study of financial conditions, told of good hysiness conditions in the large audience. make a critical study of financial conditions, told of good business conditions in their home States it became apparent that shrinkage in paper values is no index to material conditions and that throughout the United States the people are enjoying a substantial measure of agricultural, industrial and support of the state of the

a substantial measure of agricultural, industrial and financial prosperity.

The faction which wants bankers to provide their own bond insurance for employees, who met defeat yesterday, showed they have not given up hope. A resolution perpetuating the fidelity insurance investigation committee was proposed, recommended favorably by the executive coursell imprediately and adopted posed, recommended favorably by the executive council immediately and adopted by the convention

executive council immediately and adopted by the convention.

It is understood that advocates of the innovation have been doing missionary work among its opponents and influenced them to give the plan another chance. The matter will be before the convention again next year. The address of Homer S. King, president of the Wells Fargo Bank of San Francisco, was omitted because of the unavoidable absence of Mr. King.

J. E. McAshen, cashier of the South Texas National Bank of Houston, Tex., spoke on the "Money Supply of the United States."

The convention will close to-morrow.

The convention will close to-morrow.

F. C. Bigelow, first vice-president, will probably be elected president.

MOHONK INDIAN CONFERENCE. D. R. James Tells What Has Been Done for the Indians the Past Year.

LAKE MOHONE, N. Y., Oct. 22 .- At the second day's session of the Mohonk Indian Conference here to-day the Hon. Darwin R. James read a paper giving a résumé of the Indian work for the past year in official statistics. The appropriation for the Indian service was \$8,521,307, a decrease of \$650,000 as compared with last year. Forty per cent. of the appropriation was devoted to the support of Indian schools. There are 257 of these schools, with 24,000 pupils enrolled, and the average attendance has increased during the past year. Superintendents and employees in the service number 2,282, 20 per cent. of whom are Indians. The schools of the five civilized tribes are not included in these figures.

During the past year thirteen agencie have been abolished and the Indians placed under bonded school superintendents. Twenty-one agencies were so changed in

Twenty-one agencies were so changed in the previous year, all employees thus coming under civil service rules. Only twenty-seven politically appointed agents are now left in the service.

Statistics in regard to the sale of Indian lands show that the rate secured since last March under the amended rules was from 10 to 50 per cent. higher than the Indians received before. Still further restrictions were recommended for the protection of the Indians in the selling of their land so as to guard against their impoverishment.

"Indian Industries" was the subject next discussed. Mr. C. Rumsey of River-

next discussed. Mr. C. Rumsey of Riverside, Cal., explained how intimately bas-ketry touched the Indian throughout his daily life, and illustrated his talk with a collection of beautiful specimers of Indian

baskets.
Miss Sibyl Carter of New York told of

Miss Sibyl Carter of New York told of lace making by Indian women, and urged more encouragement for the Indians in their work. The most important paper of the morning was by Miss Alice Fletcher, on the effect of the agency system upon the development of the Indians.

While this system at its inception was a great advance over previous systems, the time is at hand for the abolition of the agencies. The transfer of the agencies to bonded superintendents is a step in this direction. Experience is the best teacher, and the Indian must now learn to stand and walk alone, and when he falls, to pick pick himself up. pick himself up.

This opinion was indorsed by the Hon.
Darwin R. James, Philip C. Garrett, Dr.
Sheldon Jackson and other experts in

Indian affairs, and seemed to experts in Indian affairs, and seemed to express the sentiment of the conference.

Religious work among the Indians was the subject before the evening session. The Most Rev. P. J. Ryan, Archbishop of the Catholic Church and member of the Reard of Indian Commissioners and as

Board of Indian Commissioners, made an impressive address on the necessity religious instruction. religious instruction.

M. B. Peairs, superintendent of Haskill
Institute, told of the religious work at that
institution, and there were a number of

other addresses by prominent speakers. INVENTOR CUTS HIS THROAT Told His Actress Wife That His Plans

Had Been Stolen. Antone Wywiolik, an Austrian electrician,

cut his throat yesterday morning at the home of John Speth of 206 East Thirtyfourth street. His wife is a burlesque actress playing under the name of Ray Remington at Miner's Bowery Theatre. He died instantly.

Wywiolik, the police say, called at his wife's home, 539 West 144th street, on Wedneshome, 539 West 144th street, on wednesday evening and couldn't get in. He then went to Speth's and arranged to spend the night there. Early in the morning Speth, who was sleeping in the same room with Wywiolik, was awakened by his friend's struggles and found that he had cut his throat with a razor.

Wywiolik, according to his friends, had been working on an electrical machine in

wywiolia, according to his friends, had been working on an electrical machine in Boston, and came to this city on Wednesday and went to the Bowery theatre. He told his wife that the plans and papers describing his invention had been stolen. He was very despondent when he left the

HARVESTER CO. IN DISTRESS. The Aeme of Peoris Puts Its Affairs in the Hands of Its Creditors.

PEORIA, Ill., Oct. 22 .- The Acme Harvester Company, a large manufacturer of agricultural implements, has been forced to place its affairs in the hands of a committee representing the creditors and ask an extension of time. The assets of the com-pany, it is asserted, are nearly \$4,000,000, and considerably in excess of the liabilities. The company employed 700 men and its business was not confined to this country. It had a large trade in South America

Supreme Court Justice Howard signed a decree yesterday divorcing Mrs. Eliza-beth Sanford Little from John T. Little. They have two children, who are in Mrs. Little's custody. All the papers were

Divorce for Mrs. John T. Little.

New Jersey City Tax Rate. The Tax Board of Jersey City yesterday fixed the tax rate for the year beginning Dec. 1 at \$27.50 per \$1,000 worth of ratables. OCEAN STRAMERS

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Kroonland, Oct. 24, 10AM | Finland, Nov. 7, 10:30 AM Zeeland...Oct. 31, 10 AM | Vaderi'd, Nov. 14,10:30AM Piers 14 and 15, N. R. Office, 73 Broadway, N. Y. CANADIAN PACIFIC RAILWAY

Intended Steamship Sallings from Vancouver for Japan, China and Philippine Islands. Emp. of Japan. Nov. 24 R.M.S.Atienlan... Dec. 14 R. M. S. Tartar. Nov. 164 Emp. of India... Dec. 28 Emp. of China... Nov. 30 Hawailan, Fiji Islands, Australia and New Zealand Agrangt Nov. 13 | Moana ...... Dec. 11 For rates and information apply at 353 & 1 B'way.

CUNARD LINE. TO LIVERPOOL Umbria. Oct. 24, 8 AM | Campania. Nov. 14, noon | Lucania. Oct. 31, noon | Umbria. Nov. 21, 7 AM | Lucania. Nov. 28, 11 AM MEDITERRANEAN SERVICE. Carrying cabin and storrage presengers.
From Piers 51-52 North River.
VERNON H. BROWN & CO., Gen. Agts., 29 B'way.

ANCHOR LINE. Glasgow and Londonderry. Furnessia . Oct. 24, noon | Ethiopia . . Nov. 7, noon Astoria . . . Oct. 31, 3 PM | Columbia . . Nov. 14, 3 PM First saloon, \$50 to \$100.

Second cabin, \$35 and up, third class, \$26 and up.
For new illustrated book of Tours apply to
HENDERSON BROTHERS, 17 and 19 B'way, N. Y.

WHITE STAR LINE, NEW YORK—QUEENSTOWN—LIVERPOOL Cymric ... Oct. 23, 7 A.M. | Arabic.. Oct. 39, 12:30 P Teutonic... Oct. 28, noon | Victorian, Nov. 3, 3 P Pier 48, North River. Office, 9 Broadway. New York.

ATLANTIC TRANSPORT LINE. NEW YORK-LONDON DIRECT. Min'apolis, Oct.24, 8 A.M. | Menominee, Nov.7, 9 A.M. M'nne'ha.Oct.31,1:30P.M. | Min't'ka.Nov.14,1:30 P. M. Only first class passengers carried.

FOR RATES, ETC., APPLY TO 1 BROADWAY.

STEAMBOATS. BOSTON AND POINTS IN NEW ENGLAND FALL KIVER LINE, via Newport and Fall Kiver, Leave Pier 19, N. R. foot of Warren St., week days and Sundays at 5:99 P. M. Steamers PRISCILLA and PURITAN. Orchestra on each.

STONINGTON LINE, via Stonington. Lve. Pier 40, N. R. foot Clarkson St., week days only at 6:90 P. M. Strs. MAINE and NEW HAMPSHIRE. NORWICH LINE, via New London. Leave Pier 40, N. R., foot of Clarkson St., week days only at 5:30 P. M. Steamers CITY OF LOWELL and CITY OF WORCESTER.

NEW HAVEN LINE for New Haven, Hartford, Springfield and the North. Leave Pier 40, N. R., foot of Clarkson St., week days only at 4:00 P. M. NEW HAVEN LINE 18 Springfield and the North. Leave Pier 40, N. foot of Clarkson St. week days only at 4:00 P. Steamer RICHARD PECK.

PEOPLES LINE
FOR ALBANY
ADIRONDACK OR DEAN RICHMOND
leaves Pier 32, N. B., foot Canal St., at 6 P. M. wee
days, connecting with trains (Sunday lichuled) fc
points North, East and West. Excursion, \$2.50.

MAINE STEAMSHIP CO. Direct Line of Fast Modern Passenger Steamers FOR PORTLAND, MAINE. Sailing Tuesdays, Thursdays and Saturdays at 5 P. M. Office 290 Broadway. Telephone 1200 Orchard.

ONLY \$1.50

NEW YORK TO PROVIDENCE
Fast, elegant steamers leave New York
East River, foot Catharine st. Phone 860 Orchas

TROY LINE "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pler daily, 6 P. M., except Saturday. Direct railroad connection at Troy for all points north and east Sunday steamers touch at Albany. Catskill, Hudson and Coxsackie. Boats every week day at Six P. M. from Pier 48, North River.

RAILROADS New York and Boston All Rail.

N. Y., N. H. & H. R. and connections.
From Grand Central Station.

Leave. By way of
\$4.90 A.M., Hartford and Willimantic, 200 P
\$9.02 A.M., Springfield and Worcester, 3:30 P
\$10.00 A.M., New London and Providence, 3:30 P
\$10.00 A.M., New London and Providence, 3:30 P
\$10.00 P.M., New London and Providence, 4:30 P
\$1.00 P.M., New London and Providence, 5:30 P
\$1.00 P.M., New London and Providence, 0:30 A
\$1.00 P.M., Springfield and Worcester, 10:30 P
\$1.00 P.M., New London and Providence, 0:31 A
\$1.200 P.M., New London and Providence, 6:37 A
Daily, including Sunday, \$1.00 a, 5.37 P
\$1.200 P.M., New London and Providence, 6:37 A
Daily, including Sunday, \$1.00 a, 12.00 Daily, including Sunday, jottops at 125th at 175th at 17ftve-Hour Limited, all parior cars; fare, New Yerk and Boston, 67, including parior car seat. Through parior and sleeping cars by each train. Return service same hours and by some routes. C. T. HEMPSTEAD, Gen. Pass. Agest. RAILROADS.

**NEW YORK** ENTRAL

THE FOUR-TRACK TRUNK LINE.

VIA NIAGARA FALLS.

Trains arrive at and depart from Grand Central Station, 42d Street, New York, as below: North and west bound trains, except those leav-ing at 8:30, 11:30 A. M., 2:45, 3:30, 9:15, 11:30 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station. op at 126th street to receive passengers tens after leaving Grand Central Station.

A.M.—¶MIDNIGHT EXPRESS.—Due Albany 5:55 A.M., Troy 6:40 A.M.

A.M.—1ADIRONDACK AND MONTREAL SPECIAL.

A.M.—1SPRACUSE LOCAL.—Stops at all important stations.

A.M.—1ENPIRE STATE EXPRESS.—Most famous train in the world. Due Buffalo, 4:45, Niagara Falls 8:51 P.M.

A.M.—1EMPIRE STATE EXPRESS.—Due Buffalo, 1:16, Niagara Falls 8:57.

A.M.—1DAY EXPRESS.—Makes local stops. Due Buffalo 1:16 A.M.

A.M.—1DAY EXPRESS.—For Albany and Troy. Local stops.

P.M.—8UFFALO LIMITED.—Due Buffalo 1:15 P.M.

N.M.—8UFFALO LIMITED.—Due Buffalo 1:10 P.M.

N.M.—10:00. Indianapolis, 1:30 A.M.

P.M.—SOUTHWESTERN LIMITED.—Due Cinchnati 10:30, Indianapolis, 1:30 A.M., St. Louis 6:45 P.M. next day.

P.M.—"The 20th CENTURY LIMITED.—24 hours to Chicago via Lake Shore. 244 via M.C.

P.M.—"The 20th CENTURY LIMITED.—25 hour train to Chicago via Lake Shore. Electric lights and fans.

P.M.—1ALBANY AND TROY FLYER.—Due Albany 6:40, Troy 7:05 P.M.

—Local stops.

—Local stops.

—Local stops. 7.50 7.54 8.30 8.45 10.30 12.50 1.00 1.00 2.45

11.30

3,40 P. M.—\*ALBANY AND TROY EXPRESS.—Local steps.
P. M.—\*DETROIT GRAND RAPIDS and CHICAGO SPECIAL.
P. M.—\*LAKE SHORE LIMITED.—2844-bour train to Chicago. All Pullman cara.
Duc Cleveland 7:05 A. M., Cincinnati, 1:30, Indianapolis 3:10, Chicago 4:30, 8t. Louis 9:45 P. M. next day.
P. M.—\*WESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C.
P. M.—\*MONTREAL EXPRESS.— Via D.
Å. H. or Rutland. 4.00 5.30 6.00

P. M.—NONABACK AND MONTREAL EXPRESS.
P. M.—SDIFONDACK AND MONTREAL EXPRESS.
P. M.—BUFFALO AND TORONTO SPECIAL.
P. M.—SPECIAL MAIL LIMITED.—Sleeping car only for Rochester.
P. M.—SOUTHWESTERN SPECIAL AND SPECIAL. 8.00 9.15 9.20 CIAL.
P. M.—PACIFIC EXPRESS.—Chicago 34
hours by M. C., 33 hours by L. S.
P. M.—CHICAGO THEATRE TRAIN.—
Watertown, Ogdensburg, Buffalo, Detroit, Chicago and St. Louis.
†Except Sunday, †Except Monday. 9.30 11.30 ·Dally.

HARLEM DIVISION. HARLEM DIVISION.

8:08 A. M. and 8:36 P. M. daily, except Sunday, to Pittsheld and North Adams: Sundays at 9:30 A. M. Puliman cars on all through trains.

Trains illuminated with Pintsch light.

Ticket offices at 167, 261, 415 and 1216 Broadway.
25 Union Sq. W., 276 Columbus av., 133 Weat 125th st., Grand Central and 125th st. station, New York; 388 and 726 Fulton st., and 106 Broadway, Brooklyn.

Telephone "900 88th Street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.

NEW YORK CENTRAL ROUTE NEW YORK AND BOSTON Via Springfield and the BOSTON AND ALBANY RAILROAD.

Trains leave †9:02 A. M., †12:00 noon, \*4:00 P. M. Tickets at New York Central ticket offices, 167, 415 and 1216 Broadway, and at Grand Central station. A. H. SMITH, GEORGE H. DANIELS, Gen'l Manager. Gen'l Pass'r Agent.

WEST SHORE R. R. (New York Central & Hudson River R. R., Lessee.)
Trains leave Franklin St. Station, New York, as follows, and 15 min. later foot West 42d st., N. R.
\*?190 A.M.—For intermediate points to Albany.
\*11:20 A.M.—(1) Hudson and Mohawk Express.
\*12:30 P.M.—Chotago Express.
\*2:25 P.M.—Cont.Lim., for Detroit, Chi. & St. Louis.
\*3:45 P.M.—(2) For Hudson River points & Albany.
\*2:30 P.M.—For Roch., Buffalo, Clev'd & Chicago.
\*3:30 P.M.—For Roch., Buffalo, Clev'd & Chicago.
\*3:30 P.M.—For Syra, Roch., Niag Falis, Det. & Chi.
\*Daily. \*1Daily except Sunday. Leave Brook
tyn Annex (1) at 10:45 A. M., (2) at 12:46 P.M.
Leave Jersey City, Penn. R. R. Sta., (1) at 11:20
A. M.; (2) at 13:35 P. M. Time tables at principal hotels and offices. Baggage checked from hotel or residence by Westcott Express.
A. H. SMITH.

Gen'l Manager.

Gen'l Pass'r Agent.

READING SYSTEM NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (Time from South Ferry five minutes earlier than shown below.) EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24:00 (7:15 Easton only), 9:10 A. M., 1:20, 4:40, 5:90 (5:45 Easton only) P. M. SUNdays, 24:25 A. M., 1:20, 5:20 P. M. WILKE-SHARRE AND SCRANTON—24:00, 9:10 A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:00 P. M. Sundays, 24:25 A. M., 1:00

P. M. LAKEWOOD, LAKEHURST, TOMS RIVER AND BARNEGAT-24:00, 9:40 A. M., 1:30, (2:40, 4:30, 5:59, P. M. Sundays, 9:40 A. M. ATLANTIC CITY "8:40 A. M., 13:40 P. M. VINELAND AND BRIDGETON—124:00 A. M. 11:30 P. M.
LONG BRANCH, ASBURY PARK, OCEAN
GROVE, POINT PLEASANT AND SEASHORE POINTS — 24:30, 8:30, 11:30 A. M.,
8:53, 4:45, 5:30, 6:30 (11:30 Asbury Park only)
P. M. Sundays, except Ocean Grove, 9:30 A. M.,
470 P. M. 8:53, 4:35, 5:39), 6:30 (11:30 Asbury Park only)
P. M. Sundays, except Ocean Grove, 9:00 A. M.,
4:00 P. M. PHILADELPRIA — READING TERMINAL \*4:25, 77:00, 18:00, 9:00, 110:00, 111:00 A. M., 112:00,
11:00, 9:10, 12:00, 7:30, 9:30, 7:500, 16:30, 17:30,
99:00 P. M., \*12:15 Mdt.
24TH AND CHESTNUT STREETS—44:25, 18:30,
\*10:30, \*11:45 A. M., \*1:00, 1\*3:40, \*5:00, \*7:00, 19:25
P. M. \*12:15 Mdt.
READING HARRISBURG, POTTSVILLE AND
WILLIAMSPOET—41:20, 24:25, 18:20, 19:10
(10:90, 11:00 A. M. Reading only), 1\$1:00, 1\*1:20,
12:00 P. M. Reading Pottsville and Harrisburg
only, 14:00, 15:00 P. M.
2From Liberty Street only, \*Daily, \*Daily,
except Sunday, \*Sunday only, \*Parlor cars only,
IVIa Tamaqua, \*Saturdays,\*
Offices: Liberty St. Ferry, South Perry, 6 Astor
House, 107, 201, 434, 1300, 1354 Broadway, 182 Pifth
av., 25 Union Square West, 135 East 125th St., 243
West 125th St., 243 Columbus Av., New York; 4 Court
St., 344, 809 Putton St., Brooklyn; 809 Broadway,
Williamsburg, New York Transfer Co, calls for
and checks baggage to destination.
W. G. BESLER, C. M. BURT,
Vice-Pres, and Gen, Mgr. Gen, Pass'r Agt.

ROYAL BLUE LINE.

ROYAL BLUE LINE.

NEW JERSEY CENTRAL R. R., PHILADEL-PHIA AND READING RY, and BALTI-MORE AND OFFIC RY. and BALTI-MORE AND OFFIC RY. Balto.-Washington. 18:25 AM 18:30 AM Buffet Balto.-Washington. 18:25 AM 10:30 AM Diner Balto.-Washington. 18:25 AM 10:30 AM Diner Balto.-Washington. 18:25 AM 11:45 AM Diner Balto.-Washington. 18:25 PM 10:00 PM Diner "Royal Limited". 23:35 PM 35:00 PM Diner Balto.-Washington. 18:35 PM 35:00 PM Diner Balto.-Washington. 18:35 PM 35:00 PM Buffet Balto.-Washington. 18:35 PM 35:00 PM Buffet Balto.-Washington. 18:10 pm. 12:15 nt. Sleepers Dally. 10:10 K, except Sunday. 48:10:40 pm. Offices: Liberty St. Ferry, South Ferry, 8 Astor House, 167, 261, 434, 1300, 1304 Broadway, 182 Fifth Av., 25 Union Square West, 133 East 125th St., 273 West 125th St., 245 Columbus Av., New York: 4 Court St., 344, 800 Fulton St., Rooklyn; 390 Broadway, Williamsburg, New York Transfer Co. calls for and checks baggage to destination.

Lv. New York City, South Ferry. Liberty St. Chicago, Pittsburg. "12:16 nt. "12:15 nt. Chicago, Columbus. "12:55 pm. "1:00 pm. Diner Pittsburg. Cleveland "3:355 pm. "3:40 pm. Lin'd "Pittsburg. Linited!" "6:55 pm. "7:00 pm. Buffet Cincinnati. St. Louis" 10:25 am. "10:30 am. Diner Cincinnati. St. Louis" 10:25 pm. "7:00 pm. Buffet Norfolk. "12:55 pm. "7:00 pm. Buffet Norfolk. "12:55 pm. "1:00 pm. Diner "Dally, Edward St. Louis" 10:35 pm. "1:00 pm. Diner "Dally, Edward St. Louis" 10:35 pm. "1:00 pm. Diner "Dally, Edward St. Louis" 10:35 pm. "1:00 pm. Diner "Dally, I'Dally, except Sunday. Sunday only. Offices: 167, 201, 434, 1800 Broadway, 6 Astor House, 25 Union Square W., 391 Grand St., N. Y.; 313 Fulton Street, Brooklya: South Ferry and Liberty Street. Raggage checked from hotel or residence to destination.

LEHIGH VALLEY Foet of West 23d A. Cortlandt and Desbrosses Sta. B. Daily. † Except Sunday. Sunday changes: d12.46. e4.00. n5.35. x5.46.

Tickets and Pullman accommodations at 187, 261, 290, 255, 1234 and 1364 Broadway, 183 5th Ave., 25 Union Square West, 246 Columbus Ave., N. Y.: 860 Fulton St., 4 Court St., 350 Broadway and Pt. Fulton N. Y. Transfer Co. will call for and check baggage

Lackawanna Railroad. Leave New York, foot Barclay and Christopher Sta-18:00 A. M.—For Binghamton and Syracuse. 10:00 A. M.—For Buffalo, Chicago and St. Louis. 11:40 P. M.—For Buffalo and Chicago. 14:00 P. M.—For Seranton and Plymouth. 6:10 P. M.—For Buffalo and Chicago. 8:45 P. M.—Utica, Oswego, Ithaca, Buffalo. 2:00 A. M.—For Chicago—Sleepers open 0 P. M. Tickiets at 167, 429, 1183 Broadway. N. Y.; 388 Pulton st., Brooklya. \*Daily. \*Except Sunday.

TIPSTERS' TIPS

RAILIROAD.

STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESEROSSES AND CORT-LANDT STREETS. EPThe leaving time from Desbrosses and Cortiandt Streets is ave minutes later than that given below for Twenty-titrd Street Station, except where otherwise noted.

7 BE A. M.-PAST MAIL.-Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis and Louisville. Dining Cars. For Chicago, indianapous and Louisville.

5.55 A. M.—T.LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Car.

10.25 A. M.—PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cieveland, Toledo and Detroit.

1.25 P. M.—CHICAGO AND ST.LOUIS EXPRESS.—For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

--For Toledo, Nashville (Via Cincinnati and Louisville), Indianapolis, Chicago St. Louis. Dining Car.

485 P. M.,—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

545 P. M.,—ST. LOUIS EXPRESS.—For Pittaburg, Cincinnati, Indianapolis, Louisville, St. Louis. Dining Car. For Gary, W. Va. (via Shenandoah Valley Route.)

545 P. M.—WETERN EXPRESS.—For Chicago. For Toledo, except Saurday. Dining Car.

745 P. M.—PACIPIC EXPRESS.—For Pittaburg, and Chicago. For Knoxville daily, via Shenandoah Valley Route. Connects for Cleveland, except Saurday. British Chicago. For Knoxville daily, via Shenandoah Valley Route. Connects for Cleveland, except Saurday.

725 P. M.—CLEVELAND AND CINCINNATI EXPRESS.—For Fittaburg, Cleveland. Cincinnati, indianapolis and St. Louis.

WASHINGTON AND THE SOUTH.

755, 8-25, '9-25, 10-10 (Desbrosses and Cortlandt Sireets, '10:20), '10:55 A. M. '12:35, 210 (Desbrosses and Cortlandt Sireets, '10:20, '10:55 A. M. '12:36 (East Congressional Limited, 'all Parior and Liming Cara), '2:25, '4:25, '4:35 (Desbrosses and Cortlandt Sireets, '2:20, '2:25, '4:25, '4:35 (Desbrosses and Cortlandt Sireets, '3:15), '2:25 P. M., '12:10 night. Sulfanday, CHESAPEARE AND OHIO RAILWAY.—I.se a. m. week-days and 4:55 p. m. daily
FOR OLD POINT COMFORT AND NORFOLK.—
7:55 a. m. week-days and 8:55 p. m. daily.
ATLANTIC CITY.—9:55 a. m. and 2\*5 p. m. week-days. Sundays, 7:55 a. m. Through Vestibuted
Trains. Buffet Parlor Cars and Standard Coannes
on week-days. Parlor Smoking Car, Parlor
Cars, Dining Car, and Standard Coasnes on
Sundays.

on week-days. Parior Smoking Car, Parior Cars, Dining Car, and Sundard Cockets on Sundays.

CAPE MAY.—12:35 p. m. week-days.

For points on New York and Long Branch Rail-road (from West Twenty-third Street Station).

8:35 a. m., 12:10, 8:25, 4:10, and 4:35 p. m. week-days. Sundays, 9:25 a. m. and 4:35 p. m. week-days. Sundays, 9:25 a. m. and 4:35 p. m. (from Desbrosses and Cortlandt Streets) 9:90 a. m., 12:20, 8:40 4:20 and 5:10 p. m. week-days. Sundays, 9:45 a. m., 5:00 p. m. week-days. Sundays, 9:45 a. m., 5:00 p. m. week-days. Sundays, 9:55, 8:25, 8:35, 9:25 0:55 St. Louis Limited), 10:10 (Desbrosses and Cortlandt Streets, 10:20), 10:25 (Penna, Limited), 10:55, 11:55, a. m., 12:55, 4:25 4:25 (4:55 Chicago Limited for Germantown Jct. only), 9:55, (6:55, 7:55, 8:25, 8:55, 9:25 p. m., 12:10 night week-days. Sundays, 6:05, 7:25, 8:25, 8:25, 9:25 (St. Louis Limited), 9:55, 10:25 (Penna, Limited), 9:456, 9:55, 1255, 8:25, 8:25, 9:25 (Penna, 12:10 night), 9:456, 9:555, 7:55, 8:25, 8:25, 9:25 p. m., 12:10 night.

(4:55 Chicago Limited for Germantown Jet. only), \*4:56, \*5:53, 7:55, 8:25, 8:25, 9:25 p. m., 12:10 night.

\*Dining Car.
Ticket offices, Nos. 461, 1854, 118 and 261 Broadway; 182 Fifth avenue (below 23d St.); 289 Fifth Avenue (corner 29th St.); 1 Astor House, and stations named above; Brooklyn, 4 Court Street, 890 Fulton Street, 390 Broadway, and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggag from hotels and residences through to destination.

Teiephone "814 Eighteenth Street" for Pennsylvania Rallroad Cab Service.

W. W. ATTERBURY, J. R. WOOD, General Manager.
GEO. W. BOYD, General Passenger Agent.
10-8-1903.

POST OFFICE.

POST OFFICE NOTICE. (Should be read DAILY by all interested, as changes may occur at any time.)

Foreign Mails for the week ending Oct. 24, 1908, will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS-POST MAILS close one hour earlier than closing time shown below. Parcels-Post Mails for Germany close at 5 P. M. Monday and Wednesday.

Monday and Wednesday.

Regular and Supplementary mails close at Foreign Station half nour later than closing time shown below, (except that Supplementary Mails for Europe and Central America, via Colon, close one hour later at Foreign Station.) and Central America, via Colon, close and such later at Foreign Station.)

TRANSATLANTIC MAILS.

SATURDAY,—At 4:30 A. M. for EUROPE, per steamship Umbria, via Queenstown; at 8 A. M. for BELGIUM direct, per steamship Kroonland (mail must be directed "per steamship Princess Irene (mail must be directed "per steamship Princess Irene"); at 9:30 A. M. for SOOTLAND direct, per steamship Furnessia (mail must be directed "per steamship Furnessia"); at 11 A. M. for DEN-MARK direct, per steamship Norge (mail must be directed "per steamship Norge (mail must be directed "per steamship Norge ").

RINTED MATTER, ETC.—This steamer takes Printed Matter, Commercial Papers, and Samples for Germany only. The same class of mail matter for other parts of Europe will not be sent by this ship unless specially di-rected by her. After the closing of the Supplementary Trans-atiantic Mails named above, additional Sup-plementary Mails are opened on the piers of the American, English, French and German steamers, and remain open until within Tea Minutes of the hour of salling of steamer.

Minutes of the hour of satting of steamer.

MAILS FOR SOUTH AND CENTRAL AMERICA,
FRIDAY.—At 8 A M. for NORTHERN BRAZIL, per
steamship Gregory, via Para and Manaos; at 7
P. M. for NEWFOUNDLAND, per steamship Siberian from Philedelphia: at 6:39 P. M. for
AZORESISLANDS, per steamship Donns Maila from New Bedford, Msas
SATURDAY.—At 4 A. M. for BRAZIL, per steamship Syracuse via Pernambuco, Rio Janeiro and Santos (mail for Northern Brazil, Argentine, Unquay and Paraguay must be directed "per steamship Syracuse"); at 8 A. M. for BERMUDA, per steamship Pretoria: at 8:39 A. M. (supplementary 9:30 A. M.) for CURACAO and VENEZUELA, per steamship Zulia (mail for Savanilla and Cartegena must be directed "per steamship Zulia"; at 9 A. M. for PORTO BICO, per steamship Coamo, via San Juan; at 9:39
A. M. (supplementary 10:30 A. M.) for FORTUNE ISLAND, JAMAICA, SAVANILLA, CARTAGENA and GREYTOWN, per steamship Alleghany (mail for Costa Rico must be directed "per steamship Alleghany"; at 10 A. M. for CUBA, per steamship Medico, via Havana at 8 P. M. for ARGENTINE, URUGUAY and PARAGUAY, per steamship Hydospes

MAILS FORWARDED OVERLAND, &C., EXCEPT

at 5 P. W. for ARGENTINE. URUGUAY and PARAGUAY, per steamship hydospes.

MAILS FORWARDED OVERLAND, &C., EXCEPT TRANSPACIFIC.

CUBA.—Via Florida, closes at this office daily, except Thursday, at \$5:30 A. M. (the connecting mails close here on Wednesdays and Saturdays via Tampa, and on Mondays via Mamil.)

MEXICO CITY.—Overland, unless specially addressed for despatch by steamer, closes at this office daily, except Sunday, at 1:30 P. M. and 11:30 P. M. Sundays at 1:30 P. M. and 11:30 P. M. Sundays at 1:00 P. M. and 11:30 P. M. Sundays at 1:00 P. M. and thence by steamer, closes at this office daily at 6:30 P. M. (connecting mails clost here every Monday, Wednesday and Saturday.

JAMAICA.—By rail to Boston, and thence by steamer, closes at this office daily at 6:30 P. M. every Tuesday.

MIQUELON.—By rail to Boston, and thence by steamer, closes at this office daily at 6:30 P. M. every Tuesday.

MIQUELON.—By rail to Boston, and thence by steamer, closes at this office daily at 6:30 P. M. every 10:00 P. M. and \$11:30 P. M. Sundays at \$1:00 P. M. and \$11:30 P. M. Sundays at \$1:00 P. M. and \$11:30 P. M. Sundays at \$1:00 P. M. and \$11:30 P. M. (connecting mail close here Mondays at \$1:30 P. M. (connecting mail close here Mondays at \$1:30 P. M. (connecting mail close here Tuesdays at \$1:30 P. M. (connecting mail close here Tuesdays at \$1:30 P. M. (connecting mail close here Tuesdays at \$1:30 P. M.) (connecting mail closes here Tuesdays at \$1:30 P. M.) (connecting mail closes here Tuesdays at \$1:30 P. M.) (connecting mail closes here Tuesdays at \$1:30 P. M.) (connecting mail closes here Tuesdays at \$1:30 P. M.) (connecting mail closes here Tuesdays at \$1:30 P. M.) (connecting mail closes here Tuesdays at \$1:30 P. M.) (connecting mail closes here Tuesdays at \$1:30 P. M.) (connecting mail closes here Tuesdays at \$1:30 P. M.) (connecting mail closes here Tuesdays at \$1:30 P. M.) (connecting mail closes here Tuesdays at \$1:30 P. M.) (connecting mail closes here Tuesdays at \$1:30 P. M.)

TRANS-PACIFIC MAILS.

TAHITI and MARQUESAS ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to Oct. \$21st, inclusive, for despatch per steamable Mariposa.

NEW ZEALAND. AUSTRALIA (except West). NEW CALEDONIA, FIJI, SAMOA and HAWAII, via San Francisco, close here daily at 6:30 P. M. up to Oct. \$24th, inclusive, for despatch per steamable Sierra. (If the Cunard steamer carrying the British mail for New Zealand does not arrive in time to connect with this despatch, extra mails—closing at 5:30 A. M., 9:20 A. M. and 6:30 P. M.; Sundays at 4:30 A. M., 9:20 A. M. and 6:30 P. M.; Sundays at 4:30 A. M., 9:20 A. M. and 6:30 P. M.; Sundays at 4:30 A. M., 9:20 A. M. and 6:30 P. M.; Sundays at 4:30 A. M., 9:20 A. M. and 6:30 P. M.; Sundays at 4:30 A. M., 9:20 A. M. and 6:30 P. M.; Sundays at 4:30 A. M., 9:20 A. M. and 6:30 P. M.; Sundays at 4:30 A. M., 9:20 A. M. and 6:30 P. M.; Sundays at 4:30 A. M., 9:20 A. M. and 6:30 P. M.; Sundays at 4:30 A. M. B. M.; Sundays at 4:30 A. M.; Sundays at 4:30 A

Oct. 28th, inclusive for despatch per steam-ship Coptic.

PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to Oct. 27th, inclusive, for despatch per U.S. Transport.

CHINA and JAPAN, via Vancouver and Victoria B. C., close here daily at 6:30 P. M. up to Oct 47th, inclusive, for despatch per steamship Empress of Japan. (Merchandise for U.S. Postal Agency at Shanghal cannot be forwarded via Canada.)

CHINA and JAPAN, via Scattle, close here daily at 6:30 P. M. up to Oct. 42th, inclusive, for despatch per steamship Tosa Maru.

HAWAIL via San Francisco close here daily at 6:30 P. M. up to Nov. 42d, inclusive, for despatch per steamship Alameda.

AUSTRALIA (except West), FIJI ISLANDS and NEW CALEDONIA, via Vancouver and Victoria. B. C., close here daily at 4:30 P. M. up to Nov. NEW CALEDONIA, via Vancouver and Victoria, i. C., close here daily at 6:30 P. M. up to Nov-7th, inclusive, for despatch per ateamship

47th, inclusive, for despatch per ateamship Agrangi.

NOTE. Unless otherwise addressed. West Australia is forwarded via Europe; and New Zeglard and Philippines via San Francisco - the quiciest routes. Philippines apecially addressed via Canada" or via Europe" must be fuy prepaid at the toreta rates. Hawali is forwarded via San Francisco exclusively.

Trans-Pacific mails are forwarded to port of salting daily and the schedule of closing is arranged on the presumption of their uninterrupted overland transit. Silegistered mail closes at 6300 P. M. previous day.